

# BRITAIN SAYS LINER WAS NOT CONVOYED; SUBMARINE UNSEEN

Impossible for Arabic to Try to Ram Invisible U-Boat, Officials Say.

NO WARNING GIVEN. SURVIVORS DECLARE

Special Cable Despatch to THE SUN.  
LONDON, Aug. 21.—The British Government gave its authority today to a statement that the Arabic was not under convoy when she was torpedoed.

Reports that more than two Americans were lost were contradicted today by the United States Consul at Queens-town, who reports that after checking up all the available lists the only American missing was Mrs. Josephine L. Bruguiere of New York and San Francisco and Dr. Edmund F. Woods of Jacksonville, Wis. Dr. Woods was returning to America after three months service with the American Ambulance at Neuilly.

The Sun's correspondent is informed that the point is raised in despatches from the United States whether the Arabic tried to ram the submarine. The Admiralty has not yet received an official report of the torpedoing, but official circles wholly discredit such a contention.

Could Not Ram Unseen Object.  
Capt. Finch's statement, which is corroborated by the independent testimony of all the survivors, that none of them saw the submarine, is considered a sufficient answer, as it is impossible to attempt to ram an object when it is not seen. One passenger, James Calmon, saw the torpedo when it struck the vessel. He said it exploded, then jumped back into the water like a porpoise.

But Calmon with the others is insistent that the submarine was invisible.

The prevailing view among English and Americans here is that the sinking of the Arabic constitutes an answer to the American note to Germany. Others designate it as a "mad dog" attack, a demonstration of Admiral von Tirpitz's thorough domination of the German war policy and his determination to sink any vessel within Germany's proclaimed war zone.

Every personal story of the Arabic disaster confirms the earlier statements that no warning was given. The narratives of the survivors also are unanimous in praising Capt. Finch and his crew and their otherwise concur in all the main details.

It is obvious that the absence of panic, the smoothness of the embarkation in the lifeboats and the calmness of the sea, except for a slight swell, combined to exclude any real combat in the testimony of the survivors.

Joseph De Lorimer, one of the cabin survivors, said:

"I took the last boat before the Arabic plunged. She was listing tremendously and practically turned turtle. There were ten lifeboats launched and all were struck violently by the starboard rail of the promenade deck as the ship turned over. One boat was tossed to pieces and a lifeboat in it was sucked down. My boat was caught in the whirling waters and I was flung into the sea."

As I came to the surface I grasped what I think was a chair, but I soon felt that and swam to a raft that was floating near with nobody on it. I was too weak to catch it. It subsequently succeeded in placing the hawser around me and dragged me into the boat, where I lay unconscious for some time, almost unconscious from exhaustion."

The White Star Line gave out this statement today:

"We are in a position to state that the following passengers reported missing did not embark on the Arabic: Maurice Davis, Mrs. Fisher, Mr. Sand, Father Waldner, the only German on board the ship, who was traveling under a permit from the British Government, is an Albanian priest who came to England as a refugee from Belgium and was on his way to Mexico to serve as a missionary."

It is believed that the bodies of those lost with the Arabic will be washed up on the Welsh coast. Although trawlers are searching for the dead, it is not thought probable, with the conditions of wind and tide, that they will be immediately successful.

Survivors Reach Holyhead.

The Arabic's survivors reached Holyhead early this morning by way of Dublin, where they arrived last evening. Thousands greeted the survivors on their arrival in Dublin, and a lunch of sandwiches and cake was spread for them on tables on the station platform. Many of the survivors showed the effects of the experience through which they had passed. A number of them still carried the life belts which had saved their lives and which they are taking home as souvenirs.

Capt. Finch has not yet left Queens-town. The town council of the port met last night and adopted a resolution praising the captain's bravery and seamanship, and the Imperial Merchant Service Guild has recommended that the Admiralty give recognition to the captain for his heroism.

A despatch from Cork says twenty collapsible lifeboats and rafts of the Arabic were sighted by a tug to-day thirty miles southwest of Roches Point at the entrance of Cork harbor. Tins of biscuits, kegs of water and a woman's satchel were found in the boats.

VON BERNSTORFF SILENT.

Kaiser's Ambassador Declines to Comment on Arabic.

Count von Bernstorff, in his apartment at the Ritz-Carlton yesterday afternoon, declined to make any statement regarding either the sinking of the Arabic or the alleged attempts of German officials to influence American public sentiment. The Ambassador said to a reporter for THE SUN:

"I wish you to understand that I have absolutely nothing to say and that any one who quotes me as saying anything at this time does so wholly without authority. I am not prepared to say anything until I have received more information. You newspaper men know as much about the situation as I do. I believe, however, that the English version of the sinking of the Arabic is not correct, but until I hear further I am not saying anything. I am not responsible for the conclusions people may draw from my appearance, but I will say that I have not made any statement and for the present I shall not."

Man of 70 Kills Himself.

Joseph Feehelein, 79, a retired cabinet maker, who lived at 886 Tenth avenue, Steinway, Queens, killed himself last night by shooting himself in the head. He was found dead in a lot back of his home. He was a member of many German societies.

# PASSENGER ON CYMRIC TELLS OF PRECAUTIONS TAKEN WHILE SHIP WAS PASSING THROUGH ZONE OF PERIL FROM SUBMARINES



SWINGING OUT LIFEBOAT. VOLUNTEER CREW RIGGING COLLAPSIBLE BOAT.

Drill in Making the Lifeboats Ready and Adjusting Life Belts.

A vivid account of passengers' experiences on a ship on its way through the submarine zone surrounding England is told by Frank Jackson, manager for Joseph Brooks, the theatrical producer, who arrived in New York yesterday on board the White Star liner Cymric.

The British authorities refuse to allow matter to be published in the English newspapers regarding the experiences of passengers to and from England and Mr. Jackson tells for the first time the extraordinary precautions taken by the officers of English ships to protect their passengers from the undersea peril.

During the last few weeks extra patrol boats and convoys have been put in service and the area of giving protection has been increased more than 50 per cent, Mr. Jackson says. Between fifty and sixty vessels, ranging from the big type of torpedo boat destroyer to armed cruiser, yacht and armed trawlers, convoy passenger ships leaving Liverpool for the United States. These are operated, he said, in relays of ten or fifteen miles each and accompany the vessel as far as sixty or eighty miles south of the Old Head of Kinsale, off which the Lusitania was torpedoed.

Reports of the presence of submarines are brought to Liverpool and a ball is put upon a pole near the dock indicating the undersea boat's presence and as a warning to prospective passengers. Just before the vessel leaves her dock for the western trip all the lifeboats are made ready for quick lowering.

"Mr. Jackson, the cabin stewards came around to see that every one understands how to put on the life belts. They also played cards and many women kept on another company in the staterooms or on deck."

"At 8.30 a week ago last Wednesday evening we passed Fastnet but were too far to the south to get a glimpse of the light. It was a bright moonlight night and every one was on deck. No passengers went to their berths that night, and hardly a person on the ship attempted to get any sleep until well into the following evening, when we were positively assured of safety."

Speeding Through Danger Zone.  
"Clouds of dense smoke pouring from the funnels indicated that the stokers were doing their best. Capt. Beadnell and three officers were on the bridge with their night glasses constantly sweeping the water. Some of the passengers lay down in their clothes to get a few hours rest before dawn and others spent the night in their chairs on deck. If the smoking rooms parties played cards and many women kept on another company in the staterooms or on deck."

"We sighted two destroyers at 5 o'clock the next morning. Then the course was altered, and afterward we kept continually zigzagging about. During the early course of the voyage, immediately after leaving Liverpool, we were preceded by a torpedo boat destroyer, and on each side at a distance of perhaps half a mile or a mile were two fast armed yachts doing lookout duty. At intervals of ten or fifteen miles these boats would give way to another relay, which would take up the lead while the others would steam back to their posts."

"Yesterday morning at about 10 o'clock we received by wireless the report of the sinking of the Arabic. We breathed a sigh of relief for having escaped."

Asked if the constant recurrence of attacks on English vessels seemed to have any outward effect on the people in London or Liverpool, Mr. Jackson said that they had so far become used to it that it didn't seem to worry them in the least.

PHOTOGRAPHS showing how the crew of the Cymric drilled the passengers on her voyage through the war zone in the use of life preservers and the manipulation of the life boats and life rafts.

These preparations are carried out has an excellent effect on the passengers and as a rule they seem calm and confident.

Referring to the trip just ended as giving an accurate idea of the manner in which the submarine zone is passed, either going or coming, Mr. Jackson continued:

"At 8.30 a week ago last Wednesday evening we passed Fastnet but were too far to the south to get a glimpse of the light. It was a bright moonlight night and every one was on deck. No passengers went to their berths that night, and hardly a person on the ship attempted to get any sleep until well into the following evening, when we were positively assured of safety."

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Standard like Gold or Silver  
**White Rock**  
The World's Best Table Water  
From the famous White Rock Mineral Springs.  
WAUKESHA, WIS., U.S.A.  
OFFICE 100 Broadway, N.Y.



# CYMRIC OFFICERS DENY CONVOY STORY

Say Big Liners Do Not Have Such Protection From Submarines.

MANY PATROL BOATS USED

Officers of the White Star liner Cymric, which arrived yesterday, flatly contradicted the story of two passengers that the vessel was convoyed through the danger zone off the Irish coast by a fleet of destroyers and patrol boats. At the offices of the International Mercantile Marine the denial was supported by the statement that no advice of any convoy had been received and that the report was without foundation.

Frank Jackson, theatrical agent, who was a passenger, is reported as saying that the Cymric was "taken in charge by at least sixty patrol boats, who escorted the Cymric from Liverpool to a point off Kinale Head," that the convoys took turns in scouting the way and that they carried at their mastheads big black globes as a sign that three submarines had been reported in nearby waters.

One of the officers of the Cymric said that Mr. Jackson's story about convoys was a delusion. He explained that the British Admiralty maintains many hundred patrol boats which scour the waters near the shore for submarines, but so much for the protection of the big liners as for that of the smaller vessels. These patrol boats are of every variety, from ancient torpedo boats to converted yachts and trawlers.

These vessels do not convoy any ships, the Cymric's officer said; they merely watch for hostile submarines and stand ready to answer calls for help. Boats of this kind rescued the floating passengers of the Arabic after she went down.

Only two vessels have been convoyed by order of the British Admiralty since the war began, it was asserted. These were the St. Louis and the St. Paul, both of the American Line. They were not escorted as a protection against attack, but as a courtesy to distinguished passengers they carried. The St. Paul was escorted when she brought from Liverpool Col. E. M. House, the personal friend of President Wilson, and the St. Louis had a washup escort when she sailed with David A. Thomas, the Welsh coal man. The latter vessel caused some criticism, it being explained that it was a personal compliment to Mr. Thomas from his friend Lloyd George, who sent him to America as a purchasing agent.

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# GRAND JURY TO GET FRANK CASE SEPT. 30

Judge and Prosecutor Promise Governor to Thoroughly Investigate Lynching.

SOME OF SLAYERS KNOWN

ATLANTA, Aug. 21.—Herbert Clay of Marietta, Solicitor-General of the Blue Ridge Circuit, which includes Cobb county, called on Gov. Harris today and assured the Governor that he would exert every effort within his power to detect the members of the mob that lynched Leo M. Frank and to bring them to justice.

Solicitor Clay further informed the Governor that Judge H. L. Patterson, the presiding Judge of the Blue Ridge Circuit, has called a special term of the Superior Court in Cobb county on the last Monday in August to direct a special grand jury investigation of the lynching.

The Governor was gratified over the promptness of Solicitor Clay in coming to Atlanta to confer with him in regard to the lynching, and with the solicitor's evident sincerity in desiring to leave no stone unturned to punish the lynchers.

"I feel certain," said Gov. Harris, "that the Superior Court of Cobb county will exert its full power under the law to discover the identity of the men who perpetrated the shocking outrage upon the State, and to punish them as the law provides."

The Governor expects that the Judge and solicitor of the Baldwin County Superior Court will confer with him next week concerning the lynching. The Baldwin County court has authority over the lynchings for abduction, by reason of the fact that Milledgeville is in Baldwin County, while the Cobb County Superior Court has authority to deal with them for the actual lynching of Frank.

The names of several of Leo Frank's lynchings are known to Gov. Harris, it was said here today on good authority. No arrests will be made until the entire band is known, it is reported.

The Governor, it was said, has received many threatening letters, and today many more protests poured in upon him against permitting what the writers termed "outside interference" in the Frank lynching inquiry.

Publicly voicing his resentment against meddling in the case was the Marietta Journal, believed to be the only Georgia newspaper, except Tom Watson's Jeffersonian, that has approved the lynching openly, which said editorially today:

"We regard the hanging as an act of law-abiding citizens. Frank's body was not marred by any mark of violence. Leo Frank was not scratched nor was he hurt in any way."

Gov. Harris added his own protest against any such interference in his statement, announcing that he would call a conference of the State Solicitors and Sheriffs of Cobb and Baldwin counties to take action in the case.

ARREST MAY BE NEAR.

Detectives Working on Case in Baldwin and Cobb Counties.

MILLEDGEVILLE, Ga., Aug. 21.—Information has reached the ears of police officials that an arrest may be looked for in the Frank lynching case before the middle of the week. Detectives are said to have approached some of the officials on the subject.

Just what information has been obtained by the detectives, however, is not disclosed. Sensational developments, however, are expected and it will not be surprising if there are indictments in connection with the case returned in this (Baldwin) county.

Several detectives are said to be at work between Baldwin and Cobb counties on the case.

# ABE RUEF PAROLED; A POLITICAL EXILE

Released From the Penitentiary After Serving Half of His Term.

SAN QUENTIN, CAL., Aug. 21.—A parole from the State penitentiary was granted today to Abe Ruef, one time political boss of San Francisco, upon the condition that he will never reenter politics and he will exile himself from San Francisco for three months.

Abe Ruef, who was at one time political dictator of San Francisco, was convicted in 1911 of bribery in connection with the public service corporation scandals and was sentenced to serve nine years in San Quentin prison. He has served four years and five months, half his net time, allowing time for good deportment.

Nearly 100 indictments were found against him. Eighty of these were recently dismissed. A number of officers of corporations, charged with having legislation in the City Council of San Francisco, were also indicted.

The anti-graft campaign was prosecuted by District Attorney Henry Henshaw, who was in the court room during one of the trials. Eugene Schmitz, Mayor of San Francisco and creature of Ruef, was also arrested, but escaped conviction on a technicality.

Ruef waged a legal battle that lasted more than three years before final conviction.

ARRESTED AS COUNTERFEITER.

Italian Charged With Passing Bad Bills in Ten Cent Store.

Through the arrest of William Salento in Poughkeepsie yesterday, Capt. John Henry of the local secret service is on the trail of what he believes to be a dangerous band of counterfeiters who are duplicating national bank notes of large denominations.

Salento and another Italian tried to pass an alleged bad \$10 bill in a Poughkeepsie ten cent store, but they had hardly got out with their change and purchases when the character of the bill was discovered. The store detective followed them and arrested Salento, the other man having disappeared in the crowd when he saw that he and his companion were being followed.

The secret service men are convinced that in this case the workers, although skilled in engraving, are novices in the counterfeiting game, as the obverse side of the bill passed by Salento was very poorly done. The face, however, was almost perfect.

Salento was arraigned before United States Commissioner Houghton and today, at the suggestion of Assistant United States Attorney Emilio Yaselli, was held in \$2,500 bail for a hearing on August 30. Mr. Yaselli explained that he asked for a comparatively small bond because he believed that Salento and his companion were only tools of the counterfeiting ring.

# WILSON TO LET BERLIN EXPLAIN ARABIC ATTACK

Continued from First Page.

rather as indicating the confidence which the American public has in President Wilson to handle the situation in a way that would be to the advantage of the United States and maintain the dignity of the country.

These men argue that the silence of the American people, as far as communicating with the White House is concerned, is the highest possible compliment to the President. They also contend that the American feeling over the submarine issue is merely slumbering and that once it receives a clear call from President Wilson there will be no doubt of the temper of the country.

These are the two views of the situation that are now being considered by the President and his advisers, and it is admitted that a definite analysis by them is difficult.

Germany Well Warned.

It was learned to-night that Germany had been given to understand clearly by her own agents how serious such an incident like the sinking of the Lusitania would be. It was said here on good authority to-night that Count von Bernstorff, the German Ambassador, had warned his Government of his fear that another attack of the character of the one on the Lusitania would mean a break between the United States and Germany.

The State Department has received no official information yet as to the convoys that the Arabic had, if any. It was noted here to-day that the statement issued by the British Government said the Arabic was not being convoyed when she was torpedoed by the German submarine.

Early reports printed from London said that the Arabic was convoyed down the Mersey, through St. George's Channel and that the British warships had left her a short time before the torpedo was fired. No information has since appeared through official or other channels to confirm the fact that the Arabic had a convoy at any time.